

INTIMATIONS.

1888. NOW READY: 1888.
THE CHRONICLE AND DIRECTORY
FOR 1888.
(With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE),
COMPLETE WITH APPENDIX, PLANS, &c.,
ROYAL 8vo, pp. 1,200—\$5.00,
SMALLER EDITION, RY. 8vo, pp. 816—\$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up to date, and is again much increased in bulk.

A. S. WATSON & CO., LIMITED.

OUR NEW SEASON'S
FLOWER AND VEGETABLE
SEEDS
ARE NOW READY.
Flower Parcels of 50 Packets, price, \$10.00
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SPECIAL FLORISTS' SEEDS.
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CLOVE PINKS—PANSIES—PHLOX—
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MIGNONETTE MACHEL
(The New Variety).

PRACTICAL CATALOGUE ON APPLICATON,
THE HONGKONG DISPENSARY,
Hongkong, 31st August, 1888.

124

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good intent.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After half hour the supply is limited.

TELEPHONE NO. 12.

BIRTH.

On the 13th instant, at Koolangoo, Amoy, the wife of Thomas Cowin, of a son.

175

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Glen Line steamer *Glenmore*, from London, left Singapore on Tuesday morning for this port yesterday.

We are informed by the Agents (Messrs. Russell & Co.) that the Union Line steamer *Euphrates*, from London, left Singapore for this port yesterday.

We are informed by the Agent that the P. M. steamer *City of Sydney*, with mails, &c., from San Francisco to the 30th ultimo, has arrived at Yokohama, and will sail for this port to-day.

We are informed by the Agents (Messrs. Butterfield & Swire) that the *Oceania Steamship Company's* steamer *Prometheus*, from Liverpool, left Singapore yesterday morning for this port.

The Agents, Messrs. Jardine, Bull & Co., inform us that the P. C. steamer *Brasilia* arrived at Vancouver on the 16th inst. from Yokohama. The *Athens* left Vancouver on the 14th inst. for Yokohama.

HONGKONG, SEPTEMBER 20TH, 1888.

The article from the Times, which we reproduce in another column, on the lekin question in China, is well worthy the attention of the Chambers of Commerce in England and also of our local Chamber. Mr. O'Conor's estimate, quoted by the Times writer, that the trade in imports in China would be increased four-fold if the transit pass regulations were more leniently observed, will not be considered by any one with local knowledge as at all exaggerated. The rapidly and illegal erosion of the provincial authorities, particularly in the south, constitute an almost insuperable obstacle to the growth of foreign trade, and are moreover so worked as to transfer, in a great measure, that there is from foreign to native hands. The protest recently addressed by the Canton Chamber of Commerce to the Consuls referring to this and other questions affecting trade at that port, will be fresh in the recollection of our readers. The Hongkong Chamber, which has been singularly apathetic on the transit pass question, might now appropriately take the matter up and solicit the support of the Chambers in England to secure a fulfilment of the provisions of the Treaty. The Consular body at Canton, in their reply to the Canton Chamber of Commerce, stated that with regard to the obstructions stated to be put in the way of foreigners taking goods up country or bringing produce down under transit pass, representation had been made from time to time, and the matter had been a constant subject of discussion between the Ministers and the Tung-li Yamen; locally little could be done by the Consuls beyond taking up individual cases, which they were at all times ready to do. This acknowledgment by the Consuls of their impotence in such an important matter as that of transit passes ought to stir the Chambers of Commerce to action in order to bring pressure to bear through the Foreign Office on the Minister at Peking. The subject is no doubt a difficult one for the Minister, and difficult subjects are very apt to get pigeon-holed or shelved, unless there is a sufficiently strong agitation outside to keep them constantly to the front.

ARMSTRONG the main issue on which the contest for the United States Presidency is being fought out is the question of tariff reform, there are two others to which considerable prominence is being given. One of these is the standing of General Harrison, the Republican candidate, on the Chinese question. It is said that General Harrison has voted against every Bill to restrict or control Chinese immigration, and the circumstance is now advanced against him by the opposite party with the view of diminishing his support on the Pacific Coast.

The reply made by the Republicans is that although General Harrison opposed the Chinese Bill, the only reason of his opposition was that he considered the Bill a violation of treaty obligations, and that while he had taken that position and stood by it manfully, he had not indicated by any act or word that he was in favour of Chinese immigration. General Harrison has said that he stood for the honour of his Government and that the treaty should be enforced in letter and in spirit, by proper action, it should be abrogated. He was not in favour of Chinese immigration, but against it; but he was in favour of maintaining the Government's honour. These sentiments do credit to the Republican leader. Even if he were shown, however, that he was at one time in favour of Chinese immigration, the fact would probably tell little against him, even in San Francisco itself, because the policy of exclusion has now been definitely endorsed by Congress, and the issue may be considered practically worked out; certainly it has not sufficient life left in it to take precedence of the real issue of the campaign; unless in

the minds of a handful of Anti-Chinese fanatics.

The charge the Republicans on their side advance against President Cleveland is a more weighty one, namely, his leniency on the silver question. The advocates of silver are a strong party, if not the majority, in the United States, and many a Democrat, if he is called upon to choose between tariff reform and allegiance to his party on the one hand and the rehabilitation of the national coinage on the other, will decide in favour of the latter. Public opinion in the United States is probably better informed on the silver question than in any other country, and the Republican Press is steadily urging on the attention of its readers the injustice of the single standard, to which Mr. Cleverland, in his famous message, pinned his faith. It is possible, however, with the light that has since been thrown on the subject by its continued and world-wide discussion, that the President may have modified his opinion. However this may be, the immediate and main issue before the electors is that of tariff reform, advocated by the Democrats and opposed by the Republicans. The former seem in the main to be carrying the country with them, the fallacy of imposing unnecessary taxation and artificially increasing the cost of living being thoroughly exploded.

The Foochow Echo says:—The trial examination for the degree of Ku-ku (Master of Arts) presided over by the Examiner-in-Chief, Dr. Hing-Yang-gan, who was specially sent out from Peking, and superintended by H. B. the Vice-roy, took place on the 12th instant at the Examination Hall. All the Su-tsun-sis (Bachelors of Arts) belonging to the various provinces were admitted. About nine years ago he was in command of the City of Peking, which caught fire on her trip from Victoria to San Francisco. The captain led the way into the most dangerous position on the vessel, and encouraged the men by word and example, and by his heroic efforts subdued the flames and brought the steamer with her passengers safely into port.

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NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship "ERIGGA."

Captain F. Nagel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the Undersigned.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No cargo will be admitted after the Goods have left the Godowns and all Goods remaining undischarged after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 4 P.M.

No Fire Insurance will be effected.

SIEMSEN & Co.

Agents.

Hongkong, 14th September, 1888. [1058]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "BISAGNO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, WITH THE EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as the HONGKONG WHARF AND GODOWN CO. WHEREAS, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

Consignees wishing to receive their Goods or the Wharf are at liberty to do so those wishing to take delivery from alongside may apply at Agent's Office.

The Undersigned brings to Cargo:—From Mar-

selle, Genoa, &c., S. B. Ruffo, Agent.

No Claims will be admitted after the 20th inst. have left the Godowns, and all claims must be sent in to the Undersigned before the 21st September, at 4 p.m., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd September, at 4 p.m., will be subject to real at the rate of one cent per package per item.

CARLLOWITZ & Co.

Agents.

Hongkong, 15th September, 1888. [6]

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SAMARANG AND BATAVIA.

THE Company's Steamship.

"ALMORA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, the 22nd instant, or they will not be recognized.

Optional cargo will be forwarded unless recognized. Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Agents.

Hongkong, 15th September, 1888. [1718]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship.

"MINGCHOW."

having arrived from the above Ports, Consignees of their Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, the 22nd instant, or they will not be recognized.

Optional cargo will be forwarded unless recognized. Bills of Lading will be counter-signed by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 17th September, 1888. [1719]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship.

"GLFNGY."

having arrived from the above ports, Consignees of cargo by her and by the S. S. "TOWER HILL," from New York, are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, the 22nd instant, or they will not be recognized.

Optional cargo will be forwarded unless recognized. Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Agents.

Hongkong, 17th September, 1888. [1738]

TO CONSIGNEES OF OPTIONAL CARGO EX. O. S. CO'S. S. "MENELAUS" FROM LIVERPOOL.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamship "MENELAUS".

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 19th instant.

Goods undelivered after the 20th inst. will be subject to Rent.

BUTTERFIELD & SWIPE, Agents.

Hongkong, 18th September, 1888. [1709]

INSURANCES.

ECONOMIC FIRE OFFICE, LIMITED, LONDON.

AUTHORIZED CAPITAL £100,000.
SUBSCRIBED CAPITAL £32,800.
PAID UP CAPITAL £11,800.

The Underwriters having been appointed Agents for the above Company, are prepared to accept Risks at Current Rates.

F. NAUDIN & Co.

Office, No. 38 Queen's Road Central, Hongkong, 18th September, 1888. [1746]

NORTHERN ASSURANCE COMPANY.

The Undersigned having been appointed Agents in conjunction with MESSRS. TURNER & CO. for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SAN FRANCISCO CO. V. YUAN.

SAN FRANCISCO.

NEW YORK.

W. HEWETT & Co.

Hongkong, 8th June, 1888. [1058]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE—HONGKONG.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL £400,000.

RESERVE FUND £65,000.

CLAIMS PAID £62,000.

BONDS PAID £36,000.

RISKS accepted at CURRENT RATES OF PREMIUM.

J. S. COUGHTRIE,

Secretary.

Hongkong, 30th March, 1888. [711]

GENERAL LIFE AND FIRE INSURANCE COMPANY.

FOR SHANGHAI via AMOY.

Agents.

The Undersigned having been appointed Agents for the above Company, are prepared to accept Risks at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1888. [1051]

NORTHERN BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

BUTTERFIELD & SWIPE, Agents.

Hongkong, 20th September, 1888. [1709]

IMPERIAL FIRE INSURANCE COMPANY.

STEAM FOR.

SINGAPORE, PEKING, AND BOMBAY.

having come into Collision with a Mail-steamer.

to ADEN, SUZI, PORT SAO PAULO, MESSINA, NAPLES, (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship.

"BISAGNO."

Captain Tormsoe, will be despatched as above on SATURDAY, the 22nd inst. at Noon.

At BOMBAY the Steamers are discharging in PRINCIPAL DOCKS.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 16th November, 1872. [15]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

OCEAN STEAMSHIP COMPANY.

THE Company's Steamship.

"DARDANUS."

Captain Purdy, will be despatched as above on SATURDAY, the 22nd instant.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned have their Tickets endorsed for surrender at Agent in exchange for Company Tickets and for Passage by (through) the Company's express Postage and Telegraphic Services.

CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in exchange for Passage by the principal Lines.

Shipping Orders will be granted till Noon.

Cargo will be received on Board until 4 P.M.

Specie and Parcels until 3 P.M. on the 26th Sept., 1888.

(Parcels are not to be sent on board, they must be left at the Agent's Office). Contents and value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th September, 1888. [1058]

NOTICE.

QUEEN FIRE INSURANCE COMPANY, LIMITED.

The Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

PUSTAU & Co.

Agents.

Hongkong, 18th January, 1888. [167]

NORTH BRITISH FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents of the above Company, are prepared to GRANT POLICIES against FIRE at Current Rates.

ADMIRALTY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Company's Steamship.

"GUTHRIE."

Captain Craig, will be despatched for the above Ports on MONDAY, the 24th inst., at 1 P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 17th August, 1887. [162]

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED) £100,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HU, Esq.

YEW CHONG FNG, Esq.

CHAN LI CHOY, Esq.

Q. HO CHUN, Esq.

Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE—No. 2 Queen's Road West, Hongkong, 14th March, 1881. [1731]

THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIFTH.

A.D. 1730.

The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Polices at current rates payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Polices issued for long or short periods at current rates.

LIFE DEPARTMENT.

Polices issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1882. [1400]

FOR NEW YORK.

THE S/3 L.I. I. British Bark.

"KELVIN."

will load here for the above Ports, and will have quick dispatch.

For Freight, apply to CAELLOWITZ & Co., Agents.

Hongkong, 26th July, 1882. [1400]

FOR HAVRE AND LONDON.

THE S/3 L.I. I. American Ship.

"ADOLPH."